



# GREAT OCEAN PLANE SERVICE IS INAUGURATED

**British Airliner And American Craft Pass Each In Mid-Ocean**

FOYNES, Ireland, July 6.—Arriving into the night, the Pan-American Clipper, Pan Am III took off at 6:10 p.m. A.D.T. (2:10 p.m. M.S.T.) yesterday on her first experimental flight to Foynes, Ireland, in anticipation of a regular transatlantic air passenger service.

Lifting from the waters of the River Shannon, the flying boat Caledonia pointed its weathered hull for Botwood, Nfld., at 7:37 p.m. (1:37 a.m. M.S.T.) Monday.

She circled back once over Foynes again and then headed out over the open sea to the west. **THOUSANDS PRESENT**

Thousands had gathered to see the departure, the team including President Damon De Valois of the Irish Free State who came from Dublin to wish the airmen luck.

The flying boat radiated at 12:30 p.m. and was seen to fly away at 100 miles per hour. Her starting point at 11:30 p.m. last night (3:30 p.m. M.S.T. Monday).

**16 OR 17 HOURS**

The return flight, one of many survey flights the British Imperial Airways flying boat and Pan-American Clipper made, was expected to make in the next few months prior to establishment of regular transatlantic air passenger service, was expected to take 16 or 17 hours.

Foynes, 51 miles north 2128 west, darkness now complete," the message read.

A message from the Pan-American Clipper en route here from Botwood, Nfld., indicated she was 100 miles from Foynes when starting out at 11:30 p.m. last night (3:30 p.m. M.S.T. Monday).

**CIRCLE ROUTE**

We will fly the direct northern circle route as far as weather conditions will permit," the boat's captain said. "After we have come towards the east, out over the Atlantic to Foynes, some 1,800 miles away."

Weather reports gathered before the flight showed that the wind in the Atlantic would have perfect conditions most of the way. Tall winds would be light, while bright sun would be frequent.

"The wind in the Atlantic would hazard the crossing," he said.

On the Atlantic, he said, there was an absence of snow and fog, but this did not appear to bother Captain De Valois.

He said the crew of six men, including himself, were to be only asleep for four hours during the anticipated 12-hour flight, they called "dead time."

Captain A. S. Wilcockson, of the 38,000-ton freighter Caledonia and his crew of four were also present, having chafed at a delay of 50 minutes.

"I want to get on with the job," remarked the captain.

He aligned the water we have an aerial with a small, two-stroke engine to generate the necessary current to move the aerials over 200 or 300 miles distant.

**WEATHER BETTER**

"For the first 400 miles we will work our way along the coast on medium waves and then shall go to short waves. We will be in touch with Newfoundland 400 or 500 miles out of Foynes."

Wilcockson expressed confidence before the departure that the flight on the west coast of Ireland, where a fine rain fell as the flying boat passed, would be better.

Wilcockson joked about American pronunciation.

"We will be in touch with the Pan-American clipper," he said, "although we may not see each other."

"It is possible the Caledonia will contact the American boat by radio telephone in case her captain is unable to answer."

"Want it has been decided to rely on the radio code," he said.

"We will be in touch with the man regard it as a lone flight," the ship's captain said. "What will make this journey unique is that the name of loneliness will have disappeared."

**DON'T EXPECT SLEEP**

Most of the crew expected to get much sleep on the flight, Wilcockson said.

"It will be on deck. While they will not be able to indulge in any four-course dinner, there will be ample time for sandwiches, dried fruit, brandy cake and other food," he added.

From now until the Caledonia will fly to Foynes, the British's first flight of 3,223 miles.

Swarms of spectators flocked here during the day, however, when it will leave for Montreal. On Friday, Captain Wilcockson will pass southward for the homeward flight to New York.

Captain Wilcockson told newsmen he had no time to follow the "Great Circle route."

"Instead I fly on the direct route," he said. "Actually the route is further north but it is much easier at the Great Circle route means working out right or nine miles instead of 100 miles."

A last-minute change was made in the crew, however, and the crew, A. Valois & Marconi, will replace operating Captain J. H. A. Lewis.

**Two Airliners Inaugurate New Airline Service**

EDMONTON, Alta., July 6.—The Imperial Airways flying boat Centurion was grounded today for its return flight to England after landing here yesterday to inaugurate the new cheap air-mail service between Great Britain and South Africa.

The Centurion took off June 29 from London on its first round-the-world route with nearly two tons of first-class mail, carried at the ordinary post office rate of 10 cents (10 cents) per ounce.

Meanwhile the flying boat Cossack, which had been en route to South Africa, was nearing England in a pioneer flight in the opposite direction.

**Their First Flight Is Successful**



Imperial Airways and Pan-American Airways started their simultaneous transatlantic flights, the first for mail and passengers, on July 6. The British pioneer machine was the special "Empire" flying-boat Caledonia. This

## Botwood And Foynes Are Focal Points For Newest Air Service

*Continued from Page One*

countered rain clouds and I must say it was a bit murky as we neared the coast.

"This is a great moment," he said. "We have been so long held up by the weather that we finally got clear of the clouds."

**SMART APPEARANCE**

The clipper crew wearing soft leather caps and goggles, were talking to De Valois in a driving rain. Although they long had been considered the best-looking appearance all had shaved before leaving.

"We always do that," Gray explained. "It's just as easy as on the water."

Gray, speaking through a microphone, told his quayside audience that he had become temporarily lame when he was hit by a stone.

"About the early arrival he lost his balance and fell down the steps to the pier to shout to cheer us on the triumphant crew clambered into a lifeboat.

Inspecting engineer Frank Murphy, who had started to check the plane to Montreal, said the plane was in perfect condition.

Starting from the Shannon river, the Imperial Airways plane continued constantly during the night, about an hour before midnight Monday and were 67 miles apart at 11:30 p.m. when the two planes will be conducted by Imperial Airways and Pan-American, and full speed maintained.

After the mail service has been perfected and final tests made, the two planes will be used on a passenger travel schedule, estimated to start some time next spring.

**Western Cities To Receive Plane Visit**

WINDSOR, Ont., July 6.—Western Canada will be visited by the Imperial Airways trans-Atlantic Clipper, Captain Wilcockson D. Howe, Dominion minister of transport, here to address a luncheon.

The airplane, "The Caledonia," is to leave Southampton, England, on its second westward flight, to visit several western English and France on the one hand and the United States on the other.

The same metaplane would equally well illustrate the role of the Canadian and American English and French sources of information.

The airplane, "The Caledonia," is to leave Southport, England, on its second westward flight, to visit several western English and France on the one hand and the United States on the other.

The first line of the trans-Canada air service to be opened will be the one from Winnipeg through Lethbridge to Vancouver, Mr. Howe said. The "Crown Nest" flight route over the Rocky Mountains will be the first to be established, a minimum safe altitude for heavy planes is about 10,000 feet and maximum speeds 150 miles per hour.

Mr. Howe is leaving tonight for the opening of the Canadian national air mail contract with the Montreal to green bay and Quebec via Montreal.

He says the company will open its service to the Great Circle route.

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Meanwhile the flying boat Cossack, which had been en route to South Africa, was nearing England in a pioneer flight in the opposite direction.

**Kindness Kill**

STURGEON BAY, B.C., July 6.—Jack Bailey milked his cow in a stall which, unknown to him, gopher holes had gnawed through the floor. The gophers ate his milk to the tune of \$1.50 a quart.

Mr. Bailey was staying at the Sturgeson Inn near the lake and had just milked his cow when he heard the gophers.

He says the others are running but not as fast as his.

Out of 24 dairy goats, Alberta

*Continued from Page One*

Wilcockson in command of the Caledonia declared it was a "promising" fact for future flights two planes could take off simultaneously and fly in schedules.

"We were on a different course to the American's as they took the straight line, which is straight line on the map although longer than circle line," he said.

He said the conductor's signal cord

was cut and the plane circled automatically. "Loud to leave verdant Manitoba, Billy," he said, "was found consistently pulling the conductor's signal cord thereby causing the plane to circle around the train. Only by wiring the cord out of reach was the crew able to bring the plane from its meanders for about three-quarters of an hour.

When it cleared.

**VALUABLE LOAD**

Strewn from the plane all the way across, ranging from 25 miles an hour over Irish coast, down to 10 miles an hour over the Arctic ice.

It was officially 15 hours 20 minutes from the time we cast off to the time we landed.

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# FIEND, FEARING LYNCHING, SCREAMS IN CELL

DON'T TAKE ME  
TO INGLEWOOD,  
HE IMPLORES

Wife, Too, Is Placed In  
Cell To Assure Her Own  
Safety

LOS ANGELES, July 6.—Prosecutors demanded the life of a woman who had been the victim of three small girls today while his wife tearfully protested his innocence.

District Attorney Burton Fitts said he would ask the grand jury this afternoon to return a true bill on the strength of his own statement that he lured three little girls from Ingleside, Los Angeles, to kidnap them one by one from a ravine and strangled them.

**WERE ISOLATED**

He then stated that bodies of Mrs. Dyer and her two daughters were found in separate holes in the ground with short lengths of rope. Left to right, the girls are Madeline Everett, 7; Melba Marie Everett, and Jeanette Stephens, 8.

What do you do to him to make him do such a terrible thing? asked Mrs. Dyer. "He was a good husband. He never beat me. I love him."

In court, Dyer, a woman who smokes, was occasionally screamed.

**FEARS LYNNING**

"Don't let them get me," she gasped, placing his hands before her eyes. "Don't let them take me back to Ingleside. They'd tear me to pieces."

Fitts said Dyer admitted he was among the first to reach the ravine after the killing and to identify the victim, Madeline Everett, and her sister, Melba, nine and 12 years old respectively. Mrs. Dyer was vacated by death of Sir Cecil Hanbury, Conservative.

Investigators considered the possibility, however, remote that another person was involved in the slaying. It was felt that it was almost impossible one man could have committed the crime within the time limits disclosed from Dyer's story.

**MANTIC TESTS**

As the first step in the state's case, four witnesses were brought into criminal tests of the prisoner today. One of them, Dr. Aaron Rosoff, was present when Dyer made his long statement to the police. All can say now is that I heard Dyer make a lengthy statement that seems to be complete.

Dyer's 24-year-old wife, Isabel, and her husband arrived home late on the night of the killing and told her he had been delayed, but gave no further explanation. She said she did not hear him blurt out that jeans he wore, although she washed them.

**FIND CANDY RAG**

A paper bag found under the mutilated body of Madeline Dyer bore the name of a druggist where Mrs. Charles H. Peppel, a member of the family, said she saw him buying candy the day before the little girl disappeared.

Fits and Sheriff Eugene Bicchieri said Dyer denied only the little girl was killed, but he was not asked to say "please don't hurt me" as he strangled her.

I have known and kissed their faces, Dyer was quoted, "After I killed and assaulted them. Then I passed out. When I awoke, they were gone."

Drowning fatalities climbed to 104, surpassing all other records in the past eight years with 101 in 1936.

Eighty-four men died from drowning causes.

Although the anniversary was observed in a 30-year campaign to save lives at sea, drowning fatalities declined to 104, surpassing all other records in the past eight years with 101 in 1936.

Eighty-four men died from drowning causes.

The narrow margin appeared to give the government an opportunity to carry through its proposed legislation, the Fine Gael headed by former president William T. Cosgrave.

Drawing fatalities climbed to 104, surpassing all other records in the past eight years with 101 in 1936.

Eighty-four men died from drowning causes.

The 1937 total, while greater than the 1936 figure reported the year ago, was well below the 1936 record for the holiday in 1931.

What I did to them? I was planning what I'd do to them.

**HAROLD WINCH TO LEAD COAST C.C.F. MEMBERS**

VANCOUVER, July 6.—Harold Winch, member of the British Columbia coast section of the C.C.F., today was chosen "chairman" of the C.C.F. group in the house.

The seven C.C.F. members in the house, after voting down a proposal to make the C.C.F. the only political convention here, decided to allow the meeting to name a "Chairman" of the coast committee group.

Winch was selected by a vote of 5 to 2.

On Winch's suggestion, discussion of leadership was postponed after his election, and the convention, the members of which had agreed in advance that they did not want a leader, adjourned.

For instance, a farm man who was under discussion, a farmer-mender, would assume leadership for the section.

**Tax Collections In Regina Increased**

REGINA, July 6.—Drought conditions in the Regina area of Saskatchewan again affected tax collections in this city. City Tax Collector W. J. Jones revealed today that collections for the month were \$175,000 higher, totaling \$1,700,000 during the same period of 1936.

**Gasoline Condenser Explodes, Kills 3**

WINNIPEG, July 6.—A gasoline condenser on a high pressure gas line exploded in the mid of 100 spuds being drilled in a gas well near May River, June 29, and the victim was George R. Jessie, 40, who was charged with murder. Jessie was a driller who was watching drillers trying to bring in an oil well.

## Three Girls Slain



A tiny splash of color signified by an airplane led hundreds of searchers to the bodies of the three little girls, above, who were entombed from the ground in a deep ravine in Ingleside, Los Angeles, Calif., with short lengths of rope. Left to right, the girls are Madeline Everett, 7; Melba Marie Everett, and Jeanette Stephens, 8.

## July 13 Is Set For North Dorset Poll

### DE VALERA'S GOVERNMENT HOPES RISING

#### Four More Seats Are Added To His Forces—Eleven To Come

#### FATALITIES IN U.S. ON FOURTH SOAR TO 437

#### Only Bright Spot Was Reduction in Deaths From Fireworks

#### SPRINGFIELD, Mass., July 6.—United States, fourth of July accident fatalities soared to 437 last night as the 15th Independence Day anniversary celebration drew to a close. However, only two deaths were directly attributed to fireworks.

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## Looking Them Over

By Jack Kelly

Mickey Lands

Impresses

Carrigan Back

**T**HE mail brings letter from Fred Osborne in which he announces that Mickey McGuire, the hard-hitting Irishman who fought a couple of smart fights here, is making quite a stir in Seattleistic circles and has been promised a spot on the big Babe-Riske-Al Hotsak battle in that city July 13. Fred and Mickey left home some weeks ago for a "look-see" trip to the U.S. and now that they have returned the fight promoter of Seattle says Mickey worked out a couple of times and immediately started negotiations to get him on the Riske-Hotsak card.

Thursday's issue of the Seattle Times brings further evidence that Mickey has reached the top of the bill down there. Here is one example: George Osborne, the Edmonton promoter, has Jack to come for his 10-fight fight with Frank Wallula, is back in town. This time he has a hard-hitting welterweight named Mickey McGuire, who gave Tiger Al Lewis plenty of trouble in a gym workout. McGuire looks to good hell probably land on the Riske-Hotsak card."

Fred's letter says that Tiger Lewis will probably be Mickey's opponent on the big card, although the Tiger is not very busy about the summer. Mickey's last two weeks have been spent in Seattle, during the last few days and done so well that he is now the chief subject of conversation on Cauliflower Boulevard.

Mickey may stay in Seattle for a few weeks if plans to give him a second fight in a semi-final slot materialize. Osborne will then take him down the coast to Los Angeles and Frisco. His object is give Mickey a chance to work with as many top-notchers as possible in order to polish up his technique and to practice his promotional style. They plan to have Mickey in the full form for a fight of points in the Canadian winter title. Mickey's previous fights here were in the middle-weight division, but he has worked down to 147 pounds without much trouble. He is faster and stronger than when he was packing additional poundage.



## Jack Carrigan Returns

**J**ACK CARRIGAN, Fairview business man and manager of Jack Tebo, arrived back in Edmonton yesterday after a hectic scouting trip that took him to the United States to see the boxing scene.

For the time being he has placed Tebo under the management of Dr. Allen in Minneapolis, who will pilot him through a couple of minor fights in the near future to tune him up.

On the whole, Carrigan is rather disengaged with the fight situation as a whole. He has been engaged by several promoters to act as a spokesman for his services—one in New York and the other in Los Angeles. However, Carrigan could see very little profit from either of these offers and turned them down. Tebo must be back in Canada in August owing to immigration regulations, and Carrigan plans to keep him here until winter, when they will both go to Los Angeles for a campaign that we definitely decide whether or not Tebo has the stuff to get any-

where. The fight business in and around St. Paul and Minneapolis has gotten into the wrong kind of hands, Carrigan believes. The pay-offs there to the fighters amount to little more than enough to keep the men in board and room until they can get another bout.

At the time he left here for the Twin Cities Tebo had received offers from promoters who were prepared to attempt to match Tebo with Weston. However, after checking over the game statements of Weston's boys, Carrigan decided that the fight would not be worth the money or St. Paul would not be big enough to cover the expense of keeping Tebo there for a couple months. He wants the fight, but he is positive that it would pay both fighters far more in Edmonton.

The fighters who once fought King Scalier in the old days, especially the ones who once fought King Scalier in the old days, are getting the same amount of money as the fighters who once fought King Scalier in the old days.

The fight business in and around New York, Chicago and Los Angeles is only three places in the U.S. today where there is money to be made in fighting—New York, Chicago and Los Angeles.



## Saw Braddock-Louis Fight

**C**ARRIGAN and Tebo had ringside seats for the Braddock-Louis fight, and they were satisfied that it was worth the \$55 it cost them.

"I didn't see the fight the way most of sport writers said they saw it," said Carrigan. "Louis had mighty little on the champion until the seventh round. He seemed to be hitting him all the time and it never made Jim Finch. He just kept walking in like a tall all the time. He seemed to have the attitude of 'out of my way, right! That's what beat him, I think. If he had gone on the defensive, the fight would have gone the full route to a decision. But don't let anyone tell you Louis isn't an improved fighter. He's hardly the same man that fought Schmeling a year ago. That thumping did him plenty of good."

"He was seated next to King Levinsky and the two of them got to chat on the best bout house. Afterward, Tebo shakes his head and says to me, 'What a machine, King. If folks think I'm sort of punch drunk, what do they say about this Levinsky guy?'

★ ★ ★

## CONSOLIDATE SPLIT SOFTBALL WINS AT WETASKIWIN

### Softball

YMCA LEAGUE

Bullion Division . . . All 100-600-2-3

Shanrockers . . . 600 200-6-3

Brinkley and Franklin; Montgomery and Kingston.

Westmount . . . 218 111-5-2

Wetaskiwin Laundry . . . 110 100-6-2

Whitfield, H. Richards and E. Gill.

Ortiz, Ray, Savon and Jack

Livesey . . . 600 202-6-3

Central Masters . . . 110 100-6-2

McDonald and Malinson; Stevenson and Robert.

Fraser, L. Leonard and G. C. Williams.

Westmount . . . 110 100-6-2

Wetaskiwin failed to field a team.

**FLASHES:**

The Shans played last night in the Pastime League for the premier position in the various sections.

The Shans beat the Westmount and Livesey.







TELEPHONE  
— 26121 —

# EDMONTON BULLETIN

EDMONTON, ALBERTA — TUESDAY, JULY 6, 1937

PAGE FOURTEEN

WANT AD  
HEADQUARTERS

## ANNOUNCEMENTS

## ANNOUNCEMENTS

### 2 Vital Statistics

#### Deaths

**HARRY REGA**  
Mr. Harry Rega, of Smithers, B.C., died at the age of 33 years. Funeral services were held Wednesday evening at 7 o'clock at St. Michael's Catholic Church, 87 St. and 88A Ave. Interment will take place in Andrews Brothers' Funeral Home.

### MR. WALTER WEASLEY CO. MARSHALL

The funeral service of Walter Wesley Marshall, who passed away in an Edmonton hospital on Saturday, June 27, aged 67, was held on Sunday, July 1, at 2 p.m. at the Marshall Chapel. Rev. C. Sterry officiated and interment was made in the Mount Royal Cemetery. The pallbearers were relatives and friends. Burial services were conducted by the Rev. G. C. Chapman, Mrs. M. and Mrs. Chapman, Mr. and Mrs. G. Chapman, Mr. and Mrs. H. L. Hinton, U. M. of A., Mr. and Mrs. Marshall, Mr. and Mrs. John Marshall, Mr. and Mrs. John Marshall, Mr. and Mrs. Muriel Marshall, Mr. and Mrs. Marshall, Mr. and Mrs. Eileen Chapman Howard, Mr. and Mrs. J. C. Chapman, Mr. and Mrs. Duncan McLeod, Mountain View Cemetery.

He is survived by his wife and one daughter, Mrs. Helen Marshall, and two sons, Mr. and Mrs. Martin Marshall, Mr. and Mrs. William Shirren, Mr. and Mrs. John Marshall, Mr. and Mrs. Jack Chapman, and Edith Marshall.

### ALBERTA BEAUTY PARLOR

ALB Hoyas Alberts Alberta Parlour  
CRICKLETON oil permanent \$1.75  
CRICKLETON hair spray \$1.00  
CRICKLETON hair tonic \$1.00  
CRICKLETON hair lotion \$1.00  
CRICKLETON hair perfume \$1.00

### SPECIAL announcement

Perfume, Hair Spray, machine wash.

### PERFUME

Perfume, Hair Spray, machine wash.

### BEAUTY PARLOR

Perfume, Hair Spray, machine wash.

# The Sun Is Nature's Cure For Many Ills — Plan To Spend Your Holidays In The Open . . . At One Of The Inviting Resorts Advertised Under

# Heading 49

## RENTALS

### 49 Resorts, Cottages

#### GULL LAKE

FULLY furnished cottages, best part beach for months of August, reasonable rent. Tel. 2847.

#### PINEGROVE LAKE

MA-ME-O Beach—Well furnished cottages, all modern conveniences, A. Duncan, 1038 98 Ave. Ph. 2865.

#### R. H. Rae, 11004 97 St.

MA-ME-O Beach, lakefront cottage, from August 15th; also cabin Ph. 2865.

MA-ME-O Beach, well furnished cottage, boat, boat. Tel. 2867-2825.

#### SEBA BEACH

OLD dolls repaired like new, complete stock new heads. wip. 2821.

## DIRECTORY

### 57 Business Services

#### AUCTIONEERS

MUNTON, C., The Market Auctions Pn. 28504 10224 98 St. on 10th Cline Rd.

#### BUILDERS AND CONTRACTORS

BUILDING repairs, alterations, renovations, reasonable rates. Tel. 2865.

#### DOOLE Construction Co. Ltd., Building repair, valuation

Phone 2441-4721.

#### DUKE, RAL, general contractor, Ph. 2735-1384 97 St.

#### DOLL HOSPITAL

OLD dolls repaired like new, complete stock new heads. wip. 2821.

## FURRIES

### FURS

STORES, repaired, A. Andrew, 1038 80 St. Ph. 2821.

#### HOUSE MOVING

H. HUBER, moving, buildings raised, foundations built. Also sand and gravel for sale. Phone 2810.

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28% PAYMENT on fire insurance. Ph. 2864 for estimate.

#### HERBERT MCPHERSON LIMITED

INSURANCE IN ALL BRANCHES

#### MARTIN, H. Milton, Insurance Agent, Broker, Fire, Casualty, Plate Glass, Home, Auto, Tel. 2821.

#### PLUMBING AND HEATING

J. E. COOPER & CO., LTD., 1038 101A Ave. 1038 101B Ave.

#### REPAIRS FOR SAMES

WALTERS, Action Armstrong, Indiana

## PRINTING

### Reliable Printing Co., Ltd., Ph. 2807A

"Good printing at the right price."

## REPAIRS

ALL makes of phonographs repaired by expert of parts. John Cross 1038 101A Ave. Ph. 2820.

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2421—8823 Jasper Ave. Phone 2821.

#### BADMINTON racquets repaired, restring. Curtis, 1038 101B Ave.

#### DRILL MACHINING WORKS

Sam Nichols, Mgr.

#### Machining, rebuilding and repair cutting

2420—8823 Jasper Ave. Ph. 2820.

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2421—8823 Jasper Ave. Phone 2821.

#### SURVEYORS AND ENGINEERS

MITCHELL, G. F., surveyors, county surveys, municipal district surveys. Phone 1057-611 Jasper Ave.

#### WATCH AND JEWELRY REPAIRS

GLAUSER, J. Swiss watchmaker, jeweler, 1038 101A Ave. Ph. 2821.

#### TENTS AND AWNINGS

EDWARD TENT & Awning Co., Ltd., 1038 101A Ave. Ph. 2821.

#### AWNINGS, Ph. 2821A, 2821 Jasper

North-West Tent & Awning Co.

#### WATCH AND JEWELRY REPAIRS

GLAUSER, J. Swiss watchmaker, jeweler, 1038 101A Ave. Ph. 2821.

#### RUBBER STAMPS, SEALS

McGILL Rubber Stamp Co., Ltd., 1038 101A Ave. Ph. 2820.

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#### WELDING, BOILER WORKS

RELIAWELD Welding Works, 1038 101A Ave. Ph. 2821.

#### WEAR-CASH

CLOTHING, 1038 101A Ave. Ph. 2821.

#### WEST END

WEST End—1 room cottage with sun room, 2nd floor, 1038 101A Ave. Ph. 2821.

#### WEXFORD

1038 101A Ave. Ph. 2821.

#### WICKED

1038 101A Ave. Ph. 2821.

#### WILSON'S

1038 101A Ave. Ph. 2821.

#### WINDSHIELD WIPERS

COLMAN, R. F., 1038 101A Ave. Ph. 2820.

#### WINTER

1038 101A Ave. Ph. 2821.

#### WIRELESS

1038 101A Ave. Ph. 2821.

#### WITZKE

1038 101A Ave. Ph. 2821.

#### WOMAN'S REQUIREING SMALL

1038 101A Ave. Ph. 2821.

#### WOODWARD

1038 101A Ave. Ph. 2821.

#### WOOZIE

1038 101A Ave. Ph. 2821.

#### WORLDS

1038 101A Ave. Ph. 2821.

#### WOTAN'S

1038 101A Ave. Ph. 2821.

#### WYATT

1038 101A Ave. Ph. 2821.

#### WYATT & CO., LIMITED

1038 101A Ave. Ph. 2820.

#### ZACRE

1038 101A Ave. Ph. 2821.

